

(No Model.)

T. M. GALLAGHER.
BODY BOLSTER FOR RAILWAY CARS.

No. 580,173.

Patented Apr. 6, 1897.

Fig. I.

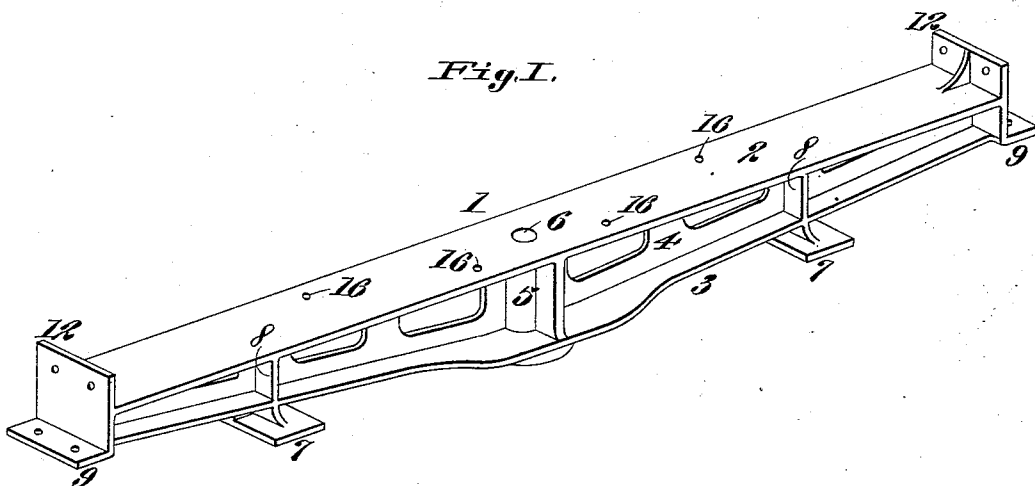
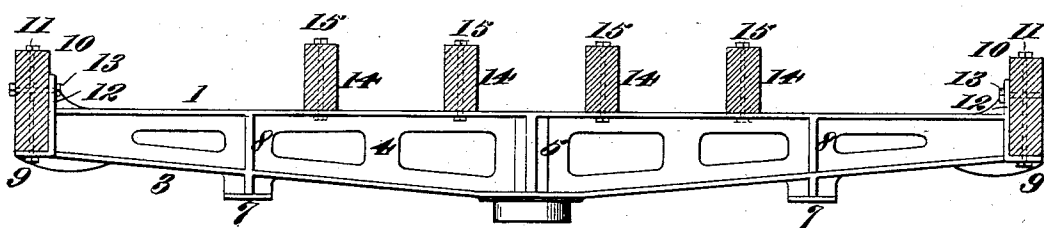


Fig. II.



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UNITED STATES PATENT OFFICE.

THOMAS M. GALLAGHER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE
SHICKLE, HARRISON & HOWARD IRON COMPANY, OF SAME PLACE.

BODY-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 580,173, dated April 6, 1897.

Application filed January 30, 1897. Serial No. 621,310. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Body-Bolsters for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to an improved body-bolster for railway-cars; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

One of the principal objects of my invention is to provide for the use of wide or large outside body-sills and for the strong, permanent, and secure connection of these sills to the bolsters.

Figure I is a perspective view of my improved bolster. Fig. II is a side view of the bolster, the car-sills being shown in vertical section.

Referring to the drawings, 1 represents my improved bolster. It has an upper flat cord or plate 2 and a lower arched cord or plate 3. These cords are connected by a web 4.

5 is the hub of the bolster, having the usual king-bolt hole 6.

7 are the side bearings beneath the lower cord 3, and between the cords, above these bearings, I prefer to form strengthening-webs 8. At each end of the bolster there is a horizontal bracket or projection 9, and upon these ledges rest the outside sills 10 of the car-body. The sills are connected to the ledges 9 by means of bolts 11. At each end of the bolster there is a vertical flange 12, to which the sills 9 are secured by bolts 13.

14 represents the inner sills of the car-body, these sills being connected to the upper cord 6 by means of bolts 15, passing through projections 16 in the upper cord.

By providing the ends of the bolster with the ledges 9 to receive the outside body-sills provision is made for the use of wide heavy outside sills resting on a flat bearing-surface, and by providing the flanges 12 provision is made for the secure clamping of the sills against lateral spread or movement.

I claim as my invention—

A body-bolster having end ledges 9 and vertical flanges 12 to receive the outside body-sills, substantially as set forth.

THOMAS M. GALLAGHER.

In presence of—

E. S. KNIGHT,
STANLEY STONER.